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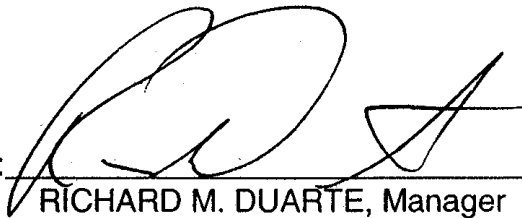
Final Environmental Assessment

for

GRAND AVE: 59TH AVE/GLENDALE AVE

Maricopa County, Arizona
Project No. RAM-060-B-507
TRACS No. 060 MA 155 H5610 01C

Approved by:



RICHARD M. DUARTE, Manager

On: 1-8-04

This document has been prepared in accordance with the Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects.

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I. INTRODUCTION

The Draft Environmental Assessment (DEA) for this project was completed and approved on September 9, 2003. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of the Grand Avenue Underpass at 59th Avenue and Glendale Avenue project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on October 1, 2003, at the Glendale Civic Center located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. Prior to the hearing, copies of the DEA were made available for review at the Velma Teague Library, the Glendale Public Library, the Peoria Library, and ADOT's Environmental & Enhancement Group (EEG) office. An announcement of the availability of the DEA and of the time, date, and location of the public hearing was placed in the *Arizona Republic* on September 17, 2003, and on September 24, 2003, and in the *Glendale Star* on September 18, 2003, and again on September 25, 2003. A Spanish version of this announcement was also placed in the *La Voz* on September 17, 2003, and September 24, 2003. In addition, 10,000 doorhangers prepared in both Spanish and English text were distributed to properties within 1 mile of the project intersection.

The 30-day agency and public comment period for the DEA began on September 17, 2003, and ended on October 16, 2003. Comments on the DEA were received from letters, written comment sheets provided by ADOT at the public hearing, through e-mails, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received are available for public review at ADOT's EEG office.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the 30-day public and agency comment period, provide additional information, and to make corrections to the DEA, where necessary. This FEA should be used in conjunction with the DEA. This FEA includes the list of mitigation measures to be included in the final design specifications, errata from the DEA, a summary of the public hearing with ADOT's responses to public comments, and agency letters received during the 30-day comment period.

II. SUMMARY OF MITIGATION MEASURES

The following mitigation measures were presented in the DEA and are listed here in their final version. These mitigation measures will be implemented by ADOT and/or incorporated into the proposed project construction documents. Any changes to these measures have been completed in response to the comments made on the DEA. These mitigation measures supercede all of those identified in the DEA.

Environmental & Enhancement Group Responsibilities

1. The Arizona Department of Transportation Environmental & Enhancement Group will complete a Phase I Site Assessment at the eight identified parcels prior to right-of-way acquisition. Any additional hazardous materials investigations and, if applicable, remediation will be completed by the Arizona Department of Transportation prior to right-of-way acquisition. (Refer to Draft Environmental Assessment Page 53.)

Design Responsibilities

1. The Arizona Department of Transportation will coordinate with the Regional Public Transportation Authority during final design to address relocation of any temporarily or permanently impacted bus stops or bus routes. (Refer to Final Environmental Assessment Page 8.)
2. The Arizona Department of Transportation will coordinate with the Burlington Northern Santa Fe Railway during the development of the traffic control plan. (Refer to Draft Environmental Assessment Page 31.)
3. The Arizona Department of Transportation will design, construct, and/or reconstruct new sidewalks or impacted sidewalks, respectively, within the project limits to accommodate alternative transportation travel. (Refer to Draft Environmental Assessment Page 31.)
4. During final design, the Arizona Department of Transportation will coordinate with, and submit design plans for review to, the City of Glendale floodplain administrator. (Refer to Draft Environmental Assessment Page 51.)

5. During final design, the Arizona Department of Transportation Project Manager will contact the Arizona Department of Transportation Environmental & Enhancement Group hazardous materials coordinator to ensure that, if necessary, additional hazardous materials investigations will be completed by the Arizona Department of Transportation prior to right-of-way acquisition. (Refer to Draft Environmental Assessment Page 53.)

Roadside Development Section Responsibilities

1. Any affected public right-of-way will be landscaped with drought-tolerant plants or the area covered with an inert ground cover. (Refer to Draft Environmental Assessment Page 49.)
2. The Roadside Development Section will determine who will prepare the Storm Water Pollution Prevention Plan. (Refer to Draft Environmental Assessment Page 51.)

Phoenix Construction District Office Responsibilities

1. The Phoenix Construction District Office will provide the public a minimum of 14 calendar days of advance notice of construction activities. (Refer to Draft Environmental Assessment Page 24.)
2. The Phoenix Construction District Office and Arizona Department of Transportation Community Relations Office will coordinate with the City of Glendale to ensure media coverage of construction activities using citywide media. (Refer to Draft Environmental Assessment Page 24.)
3. The Phoenix Construction District Office will ensure that the Project Office schedules preconstruction meetings with the downtown Glendale business community to inform it of the construction sequencing and road closures. (Refer to Draft Environmental Assessment Page 25.)
4. The Phoenix Construction District Office will coordinate with the City of Glendale Police and Fire Chiefs prior to and during construction to coordinate anticipated closure dates and durations as part of the creation and operation of a Transportation System Management Program. (Refer to Draft Environmental Assessment Page 26.)
5. The Phoenix Construction District Office and the contractor will notify the public prior to any temporary access impacts to pedestrians or motorists through use of proper construction

signing and news media advisories issued by the Arizona Department of Transportation Community Relations Office. (Refer to Draft Environmental Assessment Page 31.)

6. The Phoenix Construction District Office will submit the Arizona Pollutant Discharge Elimination System Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality. (Refer to Draft Environmental Assessment Page 53.)
7. The Phoenix Construction District Office will coordinate with the Regional Public Transportation Authority prior to and during construction to inform it of road closures and lane reductions. (Refer to Final Environmental Assessment Page 14.)

Contractor's Responsibilities

1. The contractor shall place directional signs on alternate routes to downtown Glendale. (Refer to Draft Environmental Assessment Page 24.)
2. Full one-way and two-way traffic closures of 59th Avenue and Glendale Avenue shall be scheduled to occur between February 15 and November 15 to minimize disruption to downtown Glendale. (Refer to Draft Environmental Assessment Page 25.)
3. Any sidewalks that will be temporarily closed during construction shall be identified with signs and alternative routes shall be provided. (Refer to Draft Environmental Assessment Page 31.)
4. With the exception of Grand Avenue, no full one-way or two-way traffic closures shall be permitted between November 15 and February 15. (Refer to Draft Environmental Assessment Page 31.)
5. The contractor shall adhere to Maricopa County Rules 310 and 360 regarding fugitive dust emissions and new source performance standards, respectively, during construction. (Refer to Draft Environmental Assessment Page 43.)
6. The contractor shall coordinate with Arizona Department of Transportation Environmental & Enhancement Group Air Quality Personnel (602.712.7767) during the planning of nighttime road closures or detours during winter months for air quality purposes. (Refer to Draft Environmental Assessment Page 43.)

7. All earth-moving and hauling equipment shall be washed at the contractor's storage facility prior to arriving on-site to prevent the introduction of invasive species seed. (Refer to Draft Environmental Assessment Page 50.)
8. All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity. (Refer to Draft Environmental Assessment Page 50.)
9. The contractor shall submit the Arizona Pollutant Discharge Elimination System Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality. (Refer to Draft Environmental Assessment Page 53.)
10. The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures done by the contractor. (Refer to Draft Environmental Assessment Page 53.)

Standard Specifications Included as Mitigation Measures

1. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition), if previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and take all reasonable steps to secure the preservation of those resources. The Engineer will contact the Arizona Department of Transportation Environmental & Enhancement Group, Historic Preservation Team, at 602.712.8636, immediately and make arrangements for the proper treatment of those resources. (Refer to Draft Environmental Assessment Page 41.)
2. Fugitive dust generated from construction activities shall be controlled in accordance with the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, Section 104.08 (2000 Edition), Stored Specification 104DUST (11/01/95), special provisions, and local rules or ordinances. (Refer to Draft Environmental Assessment Page 43.)
3. Construction noise shall be controlled in accordance with the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, Section 104.08

(2000 Edition), special provisions, and local rules or ordinances. (Refer to Draft Environmental Assessment Page 49.)

4. Construction materials shall comply with *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, Section 104.09 (2000 Edition). Excess concrete, curing agents, formwork, loose embankment materials, and fuel shall not be disposed of within the project boundaries. (Refer to Draft Environmental Assessment Page 53.)
5. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107.07 (2000 Edition) if previously unidentified or suspected hazardous materials are encountered during construction, work shall cease at that location and the Arizona Department of Transportation Engineer shall be contacted to arrange for proper assessment, treatment, or disposal of those materials. The contractor shall not resume work in such locations until approved by the Engineer. (Refer to Draft Environmental Assessment Page 53.)
6. Prior to use, any material sources required for this project outside of the project area shall be examined by the contractor for environmental effects through a separate environmental analysis in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 1001 Material Sources (2000 Edition) (Stored Specification 1001.2 General). (Refer to Draft Environmental Assessment Page 54.)
7. Excess waste material and construction debris shall be disposed of at sites supplied by the contractor in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction* Section 107.11, Protection and Restoration of Property and Landscape (2000 Edition). Disposal shall be made at either municipal landfills approved under Title D of the Resource Conservation and Recovery Act, construction debris landfills approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, or inert landfills. (Refer to Draft Environmental Assessment Page 54.)

III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

The following pages of errata include additions or alterations to clarify, further discuss, or make text corrections to the DEA. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA. Sections of the DEA to be deleted are shown as ~~strikeout text (strikeout)~~ and additions to the DEA text are *italicized*.

UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

All references to the “Preferred Alternative” are changed to “Selected Alternative.” All references to “would” in connection with the Selected Alternative are changed to “will”—including the description of the alternative, associated design features, and the affected environment and environmental consequences. In addition, all references to “would” in connection with the contractor’s responsibilities are changed to “shall.”

B. Social and Economic Considerations

(DEA page 27) Grand Avenue is a multimodal transportation corridor. Even though train, automobile, and truck travel are the primary means of transportation, bus routes and pedestrian and bicycle travel are also important transportation modes. The RPTA bus line provides routes along Grand Avenue and other arterials within the Grand Avenue corridor. Bus service within the project area includes ~~the Yellow Line (Grand Avenue route),~~ Route 24 (24th Street/Glendale Avenue), Route 59 (59th Avenue), Route 70 (Luke Link), and the Glendale Urban Shuttle. *The Yellow Line operated along Grand Avenue until October 2003, when* ~~However,~~ as a result of recent changes to the Grand Avenue corridor, RPTA, in conjunction with the cities of Phoenix, Peoria, and Glendale, ~~anticipate elimination of eliminated this line and replaced it with the Grand Avenue Limited. All five of these bus services currently run through the intersection of 59th, Glendale, and Grand Avenues. The RPTA Yellow Line provides ridership between downtown Peoria, the state capitol, and downtown Tempe. In addition, two bus stops are located along Grand Avenue within the project, one on the northwest quadrant serving westbound riders and one on the southeast quadrant serving eastbound riders. Seven other~~ *Nine* bus stops are located near the intersection, providing locations for passengers to gain access to east, west, north, and south bus routes.

Impacts to ~~the Yellow Line, Route 24, Route 59, Route 70, and the Glendale Urban Shuttle, and the Grand Avenue Limited~~ *will* occur as a result of full closures along Grand Avenue *and*

associated construction delays. Within the project intersection, the Grand Avenue Limited runs south on 59th Avenue to Grand Avenue, then southeast along Grand Avenue to Downtown Phoenix. Because Grand Avenue will be grade-separated, once construction begins the Grand Avenue Limited will be unable to continue on this route. The Preferred Selected Alternative is anticipated to take approximately 52 weeks to construct and ~~would~~ will require detour routes during two phases of construction. ~~If the Yellow Line is not eliminated by RPTA then, due to grade separation, the Yellow Line may be permanently disconnected from all other routes that service the project area where they intersect Grand Avenue.~~ Modifications to the Glendale Urban Shuttle could be made by the City of Glendale so that impacts to this service are minimal. ADOT ~~would~~ will coordinate with the RPTA to address relocation of any temporarily or permanently impacted bus stops or bus routes during final design.

M. Secondary Impacts

(DEA pg 55) ~~The RPTA Based on reconstruction of Grand Avenue, RPTA has replaced the Yellow Line (Grand Avenue) with the Grand Avenue Limited. may no longer function as it does today, and connections to other north-south bus routes, such as Routes 59 and 70 would not be possible at this intersection. However, based on the existing conditions on Grand Avenue and current ridership, RPTA is currently evaluating elimination of this line.~~ During final design, ADOT ~~would~~ will coordinate with RPTA to address relocation of impacted bus stops. Therefore, impacts to transit services are not anticipated to be substantial.

N. Cumulative Effects

(DEA page 60) The planned and completed improvements along Grand Avenue, as well as those currently under construction, have altered the ridership and route of the Yellow Line. *In response to the intersection improvements, RPTA has eliminated the Yellow Line and replaced it with the Grand Avenue Limited.* ~~Currently RPTA and the cities of Phoenix, Glendale, and Peoria are considering elimination of this line.~~ Impacts to Route 24, Route 59, Route 70, ~~and~~ the Glendale Urban Shuttle, ~~and the Grand Avenue Limited would~~ will occur as a result of full closures along Grand Avenue. The grade-separation structures may permanently disconnect portions of Grand Avenue from other RPTA bus lines. ADOT ~~would~~ will coordinate with RPTA to address impacts and/or relocation of any temporarily or permanently impacted bus stops or bus routes during final design.

V. Public Involvement/Project Coordination

C. Public Hearing (New section inserted after Section B. Public Involvement, DEA page 63.)

The 30-day comment period for the DEA began on September 17, 2003, and ended on October 16, 2003. During this period, copies of the DEA were made available for review at ADOT's EEG office, the Velma Teague Library, the Glendale Public Library, and the Peoria Library. A public hearing was held on October 1, 2003, at the Glendale Civic Center, located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in the Arizona Republic on September 17, 2003, and on September 24, 2003, and in the Glendale Star on September 18, 2003, and again on September 25, 2003. A Spanish version of this announcement was also placed in the La Voz on September 17, 2003, and September 24, 2003. In addition, 10,000 doorhangers prepared in both Spanish and English text were distributed to potentially affected properties within and adjacent to the project area.

Forty-three people signed in at the public hearing. Project plans were on display for the public to review. The hearing began in an open-house format followed by a brief presentation on the proposed project. In addition, a description of the potential environmental impacts was summarized from the DEA. The presentation was given by ADOT EEG and project consultant representatives. Immediately following the presentation, the floor was opened for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the project and answer questions in a one-on-one setting. A copy of the handout provided at the public hearing is included in Appendix A of this FEA.

Comments on the DEA were received from letters, verbal discussions, on written comment sheets provided by ADOT at the public hearing, through e-mails, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received are available for public review at ADOT's EEG office. For public comments and responses to those comments, as expressed during the question-and-answer period of the public hearing, refer to the October 1, 2003, public hearing transcript provided in Appendix B of this FEA. Comments that were not responded to as part of the question-and-answer period of the public hearing are summarized below, along with applicable responses. Public comments and responses are followed by a discussion of agency comments and responses.

Comment: The project will not relieve any traffic to Glendale residents.

Response: The existing six-legged intersection of Grand, 59th, and Glendale Avenues causes driver confusion. Reducing this to a standard four-legged intersection will improve the operational characteristics of the intersection. Elimination of a traffic signal at this intersection for the highest volumes of traffic (those on Grand Avenue) will remove 52,000 vehicles per day from the intersection. By constructing the Selected Alternative, total vehicular delay at this intersection is expected to be reduced approximately 3.5 minutes in both the morning and evening commutes, improving traffic operations for all users of the intersection. Additionally, according to the Major Investment Study, the removal of Grand Avenue from this intersection would increase the ability of 59th Avenue to serve as an access route to Downtown Glendale.

Comment: Concern about restriction of emergency vehicle access (during and after construction).

Response: Emergency services will be affected by road closures during construction activities; to minimize these impacts, ADOT will coordinate with local emergency services departments prior to construction so that they may plan for road closures and detours. The City of Glendale has been involved with this project during the design process and the Arizona Department of Public Safety was contacted and did not express concern about the ultimate configuration of the intersection (refer to Appendix B. Agency Coordination Correspondence in the DEA). Refer to Section IV. B. 4. Emergency Services in the DEA for a more detailed description of impacts to emergency services.

Comment: Would like to know the cost of the project in relation to a grade-separated 59th Avenue Alternative.

Response: The Selected Alternative is anticipated to cost \$29,770,700. The 59th Avenue Underpass Alternative and 59th Avenue Overpass Alternative are estimated to cost \$25,770,000 and \$22,767,000, respectively. Refer to Section III. Alternatives in the DEA for a more detailed description of the alternatives considered at this intersection.

Comment: Concern about flooding when the pumps on the freeway fail.

Response: If the pumps for the roadway fail, there will be flooding. However, all drainage facilities will be designed and maintained in accordance with ADOT's policies and standards. ADOT has coordinated with, and continues to coordinate with, the City of Glendale floodplain administrator. For more information please refer to Section IV. I. Water Resources Considerations of the DEA.

Comment: Will the businesses that will be lost come back to the area?

Response: An economic impact analysis was completed for this project: Assessment of Potential Economic Effects From Proposed Roadway Improvements at the Grand Avenue, Glendale Avenue, and 59th Avenue Intersection. According to that analysis, closed/relocated businesses are expected to be replaced within 3 years after the completion of construction, so that minimal long-term negative economic effects are anticipated. Long-term economic impacts from the Selected Alternative (the loss of 8 commercial parcels) is substantially less than the long-term impacts associated with the other analyzed alternatives (the acquisition of 16 commercial and 6 residential parcels with the 59th Avenue Underpass Alternative and 22 commercial and 6 residential parcels with the 59th Avenue Overpass Alternative). While impacting any businesses is undesirable, economic impacts are unavoidable in order to achieve the anticipated benefits of a reconfigured intersection at this project location. Refer to Section IV. B. 21. Economic Impacts in DEA for a more detailed description of economic impacts.

Comment: Questions why the Grand Avenue Underpass was identified as the Preferred Alternative.

Response: The Grand Avenue Underpass was identified as the Selected Alternative because 1) the remaining Glendale and 59th Avenue intersection delay times will be substantially less than either of the 59th Avenue Overpass or Underpass Alternatives and 2) the amount of right-of-way and number of acquisitions of commercial and residential properties are substantially less than with the 59th Avenue Alternatives. Refer to Section III. Alternatives in the DEA for a more detailed description of the alternatives considered at this intersection.

Comment: The Grand Avenue Underpass will not relieve the traffic problems associated with train activity.

Response: While the Selected Alternative will not eliminate the traffic problems associated with the railroad, it will remove 52,000 vehicles per day from the intersection and, therefore, reduce the overall congestion and vehicular delay. Other alternatives which would provide grade-separation from the railroad were considered but eliminated from consideration because of factors such as amount of residential and commercial relocations, visual impacts, amount of new right-of-way, and projected traffic operations. Refer to the Grand Avenue Major Investment Study, the Alternative Selection Report, and to Section III. Alternatives in the DEA for a more detailed description of the alternatives considered at this intersection.

Comment: Concern that the Glendale community was not more informed of the project.

Response: ADOT and the City of Glendale have been actively encouraging public input. To proactively provide information to the public and solicit public comments, ADOT has held a series of public meetings and created a project Web site, <www.grandavenuecorridor.com>. Public meetings were held for both the Major Investment Study and as part of the environmental assessment process for this project. Refer to Chapter 10.0 Public Involvement of the Major Investment Study and Section V. Public Involvement/Project Coordination in the DEA for more detailed information about the public involvement associated with this project.

Additionally, the City of Glendale provided an information booth about this project at the June 26, 2003, "Downtown Information Fair" conducted by Glendale Councilman David Goulet (Ocotillo District) at the Glendale Civic Center. The purpose of this event was to provide downtown businesses and residents with a variety of information pertaining to City programs available to businesses/residents and to present information on current events in the downtown area. The information booth provided information and graphics on the Grand Avenue Underpass.

The Glendale City Council also discussed this project in Workshop Study Sessions, which were open to the public for observation. These workshops were also broadcast live and in taped sessions on Glendale's local access television (Glendale 11). The meetings from these sessions were also made available on the City of Glendale Web site.

Comment: Against the project due to its economic impacts.

Response: Comment will be noted in the project record.

Comment: Supports the project because of the regional benefits of the project and its planned reduction in traffic delay times at the project intersection.

Response: Comment will be noted in the project record.

Comment: ADOT should not close roads to and from the downtown area.

Response: Comment will be noted in project record.

Comment: Why isn't Glendale Avenue considered for an underpass below the railroad tracks?

Response: According to the Major Investment Study, grade-separation along Glendale Avenue would have major visual and economic impacts to downtown Glendale, and was therefore eliminated from consideration.

Comment: What other intersection improvements in the Grand Avenue corridor would have similar economic impacts?

Response: Of the eight project intersections being improved along Grand Avenue, the improvement project at 59th and Glendale Avenues is the only project occurring within a downtown business community. Therefore, economic impacts for this project intersection are not similar to other project intersections. For more information about economic impacts of other intersection improvements along Grand Avenue, refer to the environmental documents completed for the respective intersections. These can be viewed at the ADOT EEG office in Phoenix, or on-line at <www.grandavenuecorridor.com>.

Comment: What other intersection improvements in the Grand Avenue corridor would require street closures for months?

Response: Unlike the other project intersections within the Grand Avenue corridor, the Grand Avenue Underpass is being constructed on an existing alignment. The grade-separations at the other project intersections are offset from the existing roadways, allowing traffic to be maintained for most of the construction period on the in-use roads. Because the Selected Alternative will reconstruct the existing Grand Avenue roadway below the intersection of 59th and Glendale Avenues, this project intersection will require longer street closures than the other corridor improvements.

Comment: Suggests compensation for businesses that go out of business during construction.

Response: While it is not ADOT's policy to compensate for business losses incurred as a result of construction, ADOT will implement several measures to minimize the economic effects of the Selected Alternative. These measures include the scheduling of preconstruction meetings coordinated with the City of Glendale and downtown business owners. For additional mitigation measures that will be implemented to minimize economic impacts refer to Section IV. B. 1. Economic Impacts in the DEA.

Comment: This intersection should not be changed, only fixed up with walls between the railroad and Grand Avenue and beautification/landscaping.

Response: The purpose of this project, as detailed in the DEA, is to improve the Level of Service and traffic capacity of the project intersection and to improve the regional traffic flow throughout the Grand Avenue Corridor. The addition of walls and aesthetic improvement measures such as landscaping would not address the purpose and need of project. For a more detailed discussion of the project purpose and need, refer to Section II. A Purpose and Need of the DEA.

Comment: The project will devastate the downtown Glendale economy.

Response: There will be short-term economic impacts attributable to the construction of the Selected Alternative. These impacts will be in the form of short-term revenue loss, city sales tax revenue loss, and projected business closures/relocations. However, within 3 years after the completion of construction, the downtown area is expected to fully recover its business base and generated revenues. For more information about the economic impact analysis refer to Section IV. B. 1. Economic Impacts in the DEA.

Five agencies responded with comments on the DEA: the Regional Public Transportation Authority (RPTA), the Flood Control District of Maricopa County, the Maricopa County Department of Transportation, the Arizona Department of Public Safety, and the City of Glendale. Copies of their letters are included in Appendix C. RPTA stated that the project would “significantly impact” Valley Metro transit operations within the Grand Avenue corridor, and it requested advanced notice of lane closures and lane reductions to appropriately route traffic and notify customers. The project will have a substantial impact on traffic patterns (including bus service); ADOT has committed to coordinate with RPTA to minimize this impact (refer to Section IV. B. 6. Temporary and/or Permanent Impacts to Access and Traffic Patterns in the DEA, and Section III.B. Social and Economic Impacts of the Final EA for more detailed information). ADOT’s District Construction Office will coordinate with RPTA prior to and during construction to inform it of road closures and lane reductions. RPTA also inquired if the final intersection configuration accounted for traffic circulation on 57th Drive, and if it conformed with the circulation recommendations of the Glendale on Board Transportation Program. ADOT developed the Selected Alternative in coordination with the City of Glendale, which has not expressed any conflict with the Glendale on Board Transportation Program nor with the traffic calming concerns for 57th Drive. Furthermore, the ability of 59th Avenue to handle the additional traffic will not be determined until construction is complete and traffic circulation patterns emerge.

The Flood Control District of Maricopa County (District) stated that the detention basin to be used for this project, located near the intersection of Northern and 67th Avenues, was constructed by the District; ADOT's use of this detention basin is by an Intergovernmental Agreement which requires that both the District and the City of Glendale be included in the review and approval of construction plans. The Maricopa County Department of Transportation had no concerns regarding the project. The Arizona Department of Public safety deferred any state concerns to ADOT.

Two Glendale City Council members attended the public hearing and made statements in disagreement with project (for a transcript of their statements please refer to Appendix B of this FEA). After these statements were made at the public hearing, the City of Glendale submitted a letter to ADOT in support of the Selected Alternative (refer to Appendix C of this FEA).